



CITY OF MIAMI SPRINGS, FLORIDA

Mayor Billy Bain

Vice Mayor Mara Zapata, Ph.D.
Councilwoman Maria Puente Mitchell


Councilman Bob Best
Councilman Jaime Petralanda

***Decorum:** "Any person making impertinent or slanderous remarks or who becomes boisterous while addressing the City Council, shall be barred from further audience before the City Council by the Mayor, unless permission to continue or again address the City Council is granted by the majority vote of the City Council members present. In accordance with the foregoing, the City Council has determined that racial or ethnic slurs, personal attacks and comments unrelated to City matters or issues constitute prohibited comments from the podium."*

CITY COUNCIL SPECIAL MEETING AGENDA Monday, June 4, 2018 – 7:00 p.m. City Hall, Council Chambers, 201 Westward Drive

1. **Call to Order/Roll Call**
2. **Invocation:** Councilwoman Mitchell

Salute to the Flag: Audience participation
3. **New Business:**
 - A) Discussion on Enhancement of Downtown Miami Springs City Gateway
4. **Adjourn**

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Live streaming video of this meeting is available at <http://www.miamisprings-fl.gov/webcast>.

Anyone wishing to obtain a copy of an agenda item may contact the City Clerk at (305) 805-5006, download the complete agenda packet from www.miamisprings-fl.gov or view the materials at City Hall during regular business hours.

Pursuant to Florida Statute 286.0114, the City Council provides the public with a reasonable opportunity to be heard on all matters.

If any person decides to appeal any decision of this Board with respect to any matter considered, s/he will need a record of the proceedings and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is made (F. S. 286.0105), all of which the City does not provide.

In accordance with the Americans with Disabilities Act, persons needing a special accommodation to participate in this proceeding should contact the City Clerk, 201 Westward Drive, Miami Springs, Florida 33166. Telephone: (305) 805-5006, no later than (7) days prior to the proceeding.

Pursuant to Sec. 2-11.1 (S) of the Miami-Dade County Code and Miami Springs Code of Ordinances Chapter 33 - §33-20, all persons, firms or corporations employed or retained by a principal who seeks to encourage the passage, defeat, or modifications of (1) ordinance, resolution, action or decision of the City Council; (2) any action, decision, recommendation of any City Board or Committee; or (3) any action, decision or recommendation of City personnel during the time period of the entire decision-making process on such action, decision or recommendation which will be heard or reviewed by the City Council, or a City Board or Committee shall register with the City before engaging in any lobbying activities on forms prepared for this purpose and shall state under oath his or her name, business address, the name and business address of each person or entity which has employed said registrant to lobby, and the specific issue on which he or she has been employed to lobby. A copy of the lobbyist registration form is available from the Office of the City Clerk.



AGENDA MEMORANDUM

Meeting Date: June 4th, 2018

To: Honorable Mayor and Council

From: William Alonso, City Manager

With: Daniel A. Espino, City Attorney
Chris Heid, City Planner

Re: Enhancement of Downtown Miami Springs City Gateway

Introduction

As was briefly discussed on the May 29th Regular Council Meeting, staff, for some time, has been looking at ways to enhance the entrance into Miami Springs in the Downtown Area, which we have come to call the “Gateway.” For years, past Council, residents, and commercial property owners have expressed a need to enhance the beauty and look of the Gateway. Members of the current City Council have expressed this desire as well.

The area has seen some recent activity with the sale of certain properties, like the Starbucks property and the photography studio property (the latter of which is under construction and will soon host Apple Dental), as well as the placement for sale of the theater property. Other than the Dental Office building, the area has not experienced any meaningful change. While staff began to focus on this area last year, our attention was diverted from time to time by a variety of other issues, including Hurricane Irma, the current fiscal year budget, and other operational issues.

At the end of March of this year, I received a letter from Mariana Santana, the widow of the late Carlos Santana, which I have included with this memo as attachment “A”. As you will read in the letter, Mrs. Santana generally expresses frustration at her repeated failed attempts to sell the theater property, citing the reservations of numerous brokers and interested parties about buying the property given the onerous property regulations in the Downtown area. This letter caused staff to take the Gateway from the back-burner and make it a pending concern.

For the past two months, the City Planner, City Attorney, and my office have discussed, researched, and analyzed ways to foster enhancements of the Gateway that: 1) improve the area to better reflect the character and quality of life in the City; 2) better

identifies the City of Miami Springs and its history; 3) enhances the area character and authenticity of as a principal entrance of the City; 4) fosters increased business and pedestrian activities for the residents; and 5) helps spur economic development and an expanded commercial tax base. It can hardly be argued that Gateway is in need of improvement in the area of building design, landscaping, signage, streetscape, gateway features, and traffic calming.

Regrettably, the City finds itself in a difficult position to bring about some of the desired changes. Some of the improvements to the area could be accomplished as City capital improvements, but that capital outlay would be costly and exceeds funds the City has available for infrastructure improvements. Additionally, much of the desired changes involve private property, requiring the buy-in of private property owners. The current regulations for the area have generally failed to produce the type of Gateway that is currently desired.

Solution Analysis

In keeping with the historical approach that the City has taken, we began to consider policy changes that could bring about the changes that are generally desired of the Gateway. In turn, we turned to some of the historical information prepared for the City, which included the Dover Kohl report from 2001 ("Report"). You will find applicable excerpts of it included with this memo as Attachment "B." The Report correctly identified the Gateway as a scenic entrance into the City and Downtown area. The bridges, layout and Circle provide a natural place for driver's to have the opportunity to become aware of what the area has to offer (as opposed to a straight road), if there was more to look-at. While we all agree that Downtown Miami Springs is a beautifully planned area, the Report identified conditions that are still present today, such as buildings that lack architectural detail, an entrance without a strong sense of place, a unique character, untapped amenities for public enjoyment. Any policy that would work to improve the area would need to address these areas.

Gateway Overlay District - Created

The policy solution we are proposing to the City Council for consideration is the creation of the "Miami Springs Gateway Overlay District" (the "Gateway Overlay District") for the area abutting and/or adjacent to the out-going/in-coming vehicular bridges coming into and leaving from the City. For your reference, attachment "C" provides a map with the boundaries of the Gateway Overlay District delineated. As the full name suggests, the Gateway Overlay District would function as a subarea of the Central Business District, the policies for which would "lay on top of" and work with the policies for the Central Business District. The goal is to facilitate placemaking by enhancing neighborhood character and authenticity through participatory design and identifying projects such as architecturally significant buildings, entrance features, art in public places, improved landscaping and signage, traffic calming features, and promotion of the City's history. The policies would call for new design standards and for the development of desired amenities by private property owners in exchange for some flexibility in current Central Business District Regulations.

To create the Gateway Overlay District and the corresponding policy, the Council would need to amend the City's Comprehensive Plan ("Comp. Plan") and the Future Land Use Map, as well as amending one section of the zoning code. Staff has prepared draft ordinances for your consideration, which are provided as Attachment "D", for the ordinance amending the Comp. Plan and Future Land Use Map, and Attachment "E", for the ordinance amending the zoning code.

Gateway Overlay District – Policies

The policies for the Gateway Overlay District are all geared towards addressing the concerns of the Report. New design standards would require new construction projects and/or renovation projects to exhibit elements of the Pueblo/Mission Revival architecture. This would accentuate the City's history while creating a unifying design element to buildings in the Gateway. Buildings would continue being capped at no more than three (3) stories and forty (40) feet. Parking requirements would become more flexible, allowing the City Planner to consider a combination of on-site parking, on-street parking, public parking lots, pedestrian accessibility, bicycle parking, and other transit options available to a property. The policies also call for the establishment of "Creative Excellence Standards," which are a series of project elements that must be incorporated into a project in order to slightly exceed the floor area ratio (F.A.R.) that would remain the base in the Gateway Overlay District and would remain the maximum in the rest of the Central Business District. Those Creative Excellence elements includes such things as pedestrian amenities, traffic calming features and signage for public rights of way, art in public places, activated sidewalks, mature landscape, lighting, transit shelter, and other project features.

It should be noted that the current F.A.R. for the Central Business District (1.0) is more restrictive than many existing buildings that are scattered throughout the Gateway Overlay District and the Central Business District. Attachment "F" provides a comparison of grandfathered buildings and their respective F.A.R.s. The historically designated Stadnik Pharmacy Building, which would be inside the Gateway Overlay District, enjoys an F.A.R. of 1.4. The Green Chiropractic Building on Westward Drive has an F.A.R. of 1.7. A couple other buildings on Westward Drive have an F.A.R. of 1.6. Even City Hall enjoys an F.A.R. of 1.2, a number reduced because of City's Halls parking lot. Additionally, many buildings in the Gateway Overlay District were built when parking requirements were very different than today. Most buildings in the area do not meet the onerous parking requirements but are also grandfathered in this respect as well. The practical reality is that, should disaster befall any of the aforementioned buildings, they could not rebuild them as we known them today.

Gateway Overlay District – Implemented

New construction and renovations in the Gateway Overlay District would have some options not available to the rest of the Central Business District. They would always have to be designed with elements of Pueblo/Mission Revival exhibited in architecture and all have flexibility in determining parking calculations, but properties would have options when it came to intensity. A property owner could choose to remain at the F.A.R. of 1.0. However, a property owner that desired to have a slight increase to the property's F.A.R. would have to include into his/her/its project a combination of Creative

Excellence Elements that would meet the Creative Excellence Standards and provide an F.A.R. increase that could not exceed 0.7. That is, a new construction or renovation project that expanded an existing building could be constructed from an F.A.R. of 1.0 to 1.7, provided that the project incorporated Creative Excellence Elements, such as traffic calming, signage, gateway features, a building design that created a pedestrian arcade and encouraged sidewalk dining, art in public places, and other features. The result could be a project similar to the rendering provided on the last page of the Report or a derivative of it.

Conclusion

We believe that the Gateway Overlay District will begin to solve the concerns that have been raised and continue to be raised about the unsightly conditions in parts of the Gateway. The design elements will tie the buildings together, the flexibility in intensity and parking will encourage property owners to improve their properties, and the Creative Excellence Standards will cause private property owners to bring about the features that are missing in our Gateway. The Gateway Overlay District will help accomplish, the goals, objectives, and policies in the Comp. Plan for the Central Business District of further improving our suburban Downtown into a thriving area with business amenities for residents while also making our Gateway a quintessential part of the Miami Springs identity.

Staff requests the City Council's consideration of the recommended policies, as well as feedback, with the goal of bringing forward ordinances for public hearings in June.

Attachment "A"

Letter from Mariana Santana

William Alonso, City Manager
City of Miami Springs
201 Westward Dr.
Miami Springs, FL 33166

March 29th, 2016

Dear Mr. Alonso,

My name is Mariana Santana, the widow of the late Carlos Santana. Along with my Son, Joseph Santana, we are the heirs and operators of 1 Curtiss Parkway and 1 S Royal Poinciana Blvd. My Husband was the Patriarch of the Family. As many of you who knew him, my husband was a kind and loving family man, who did everything in his power to provide for his family. His illness and untimely losing him, has been incredibly hard on our children and myself. He ran and controlled every aspect of the shopping center. Throughout our marriage he would always keep me informed and up to date with all of the family's business dealings and would tell me of every lease, tenant, and Issues that transpired throughout our ownership of Curtiss Pkwy and Royal Poinciana.

When Carlos purchased these properties in 2001, he had a vision of converting the old theater into a grand ballroom. Instead of renting the space, like what we did during our 11-year tenure operating the Miami Springs Country Club, Owning the structure where he ran his business was always his dream, until reality set in. The cost of renovation, remodeling, and installation of the life safety equipment to the structure was so great, that it left his vision of the ballroom just a dream. The theater has been vacant for over 30 years and time has negatively affected the building, surrounding structures, and community.

Finally after much thought Carlos decided that selling the theater would be the best for Miami Springs and our family. He thought selling it would be easy, but after 4 brokers and multiple failed offers. He realized that the stringent building codes of Miami Springs greatly limited the prospects. Each offer would be less and less, procuring a buyer became harder and harder. Each time a buyer with a plan would present himself or herself, the proposed project would not meet the city's codes, subsequently canceling the contract. With each failed contract, he got the feeling that things could not get any worse. Little did I know that the true trail and tribulations were about to begin.

When Carlos fell ill, none of us could have imagined that he would leave us. I along with Joseph began to help run the day-to-day operations, covering for Carlos when he was not up to the task. Collecting rents, leasing available spaces, and the general managing of the properties were some tasks that we undertook. When he passed away, I knew that all the responsibility fell on me. After some time of grieving, I began to look into the books. This is when I was informed of the 14 opens permits that were issued to the properties, I have been able to correct, remedy, and close every single one of the permits and fines.

With the help of our friends and family, we were introduced to our 4th broker who specializes in commercial real estate. He has adequately marketed the properties and procured our latest buyer. Unfortunately, although the new buyer is ready, willing, able, and more importantly experienced to take on the redevelopment of the theater area, he has informed us that he is reconsidering, once again, due to the stringent nature of the Miami Springs building requirements.

I write to you today, to plead that the City do it's own research of what is actually viable and acceptable to be built in this area, so that the city staff, Mayor and Councilmembers could realize how unrealistic and antiquated the current codes actually are.

Carlos loved this city and so do we. It would be an honor and a beautiful lasting legacy to see a project in this space that is acceptable to the City as well as adds to the beauty of Downtown Miami Springs. We are and have always been willing to work with the City.

God Bless

A handwritten signature in blue ink, appearing to read "M. Santana", with a stylized flourish at the end.

Mariana Santana

Attachment "B"

Excerpts from Dover Kohl Report (2001)

THE CORE AREA: The Circle, Hook Square, North Curtiss Parkway, South Royal Poinciana, and Westward Drive

The Core Area is the most important area on which to focus initial revitalization efforts. Because of its commercial potential, improvements in this area will have the greatest impact on the economic strength and demand from people who want to shop, work, and live in the downtown.

Existing Conditions

Strengths

The Circle is an important landmark

All those who know Miami Springs identify the Circle as the center of town. It is more than just a large traffic circle with a landscaped park in the middle. It announces that you have arrived in the heart of a small town and sets the identity of the whole community. The historic Stadnik's Drugstore building and the gazebo in the park are part of what establishes that character. That imagery of small town charm is so strong that photographs taken at the circle, either for publicity or private use, always include those two features. The park and the wide Curtiss Parkway bring to mind the City's garden setting. It is so psychologically central to the community that the City posts its public messages there.

Provides a scenic entrance to the City and the Downtown

The combination of the old narrow steel bridges crossing the Miami River Canal, the Main Street character of North Curtiss Parkway, and the landscaped Circle make for an interesting experience and a very pictur-

esque view. Motorists driving through too quickly cannot "take it all in." The variety, detail and spatial experiences make one want to stop, stay for a while, or return. Features like the park and the canal bank provide resting places and a true public realm that shopping centers and malls never provide.

Has a mixture of uses and everyday needs

The downtown has an excellent mixture of uses: civic buildings, stores, restaurants, offices, doctor's offices and apartments. In places, there is the classic relationship of apartments and offices above shops. Proprietors provide a range of everyday needs including groceries, hardware, medications, and places to eat. Downtown residents benefit by having City Hall, the library, the elementary school, several places of worship, and other civic organizations all nearby. The variety does not limit future possibilities since the retail area is not known for being specialized, such as an "antique row" or "bridal mecca."

Westward Drive as a classic small town main street

Main Streets can be used as a marketing angle. Other shopping centers and malls often try to re-create the look and feel of a main street, but it is usually obvious that these are fake (often the trees and shrubs are fake.) Westward Drive is a true main street, with mature shade trees and benches for sitting in the shade. These features make it unique to nearly all the other shopping streets in South Florida.



Most of the properties fronting the Circle have buildings set back from the sidewalk. This deters pedestrian traffic.



New buildings located at the sidewalk will improve the "sense of place" and interest people to walk around the Circle.

The majority of the Circle's edges are parking lots that create physical gaps in the Circle's streetwall. Many of the lots are oddly shaped making it difficult to properly front the Circle with buildings. This condition may be the reason why the northern side of the Circle, with longer block faces, was built first.

On Westward Drive physical gaps occur at the Commerce Bank of Florida parking lot and at the vacant lot just east of Park Street. The front yard of the Women's Club also creates a "gap." The City Hall does generate a good bit of pedestrian traffic, but it is a gap in the retail continuity. This gap is less important now because of the abundance of office uses at the sidewalk level. In the future, if stores are more prevalent on the street, the gap created by City Hall and the Women's Club will possibly serve as an obstacle for businesses attracting customers to the west side of City Hall.

The streetwall around Hook Square should be more complete than it is currently. The scenic park will look nicer with an attractive backdrop of building facades. The parking lot by the old cinema is not attractive either.

Lack of Architectural Detail

Most of the storefronts do not have the visual strength that make the Stadnik's drug store building so cherished. Other storefronts do not have to be Adobe or Florida Mission Style to have a stronger presence. Many just need updating, accenting and trim elements, or at least a fresh coat of paint. The colors could be more lively or fashionable than the common beige with brown or rust accents. Remember Ocean Drive when the buildings were all painted brown? –Look at it now!

Difficult access to the Circle Park

One reason the Park is underutilized might be that the traffic is making pedestrian access dangerous. There are no marked crosswalks. Cars, when entering the circle, do not stop; they yield. Therefore the cars remain in motion. The driver tends to look to the left for on coming cars, instead of straight ahead where a pedestrian might be.

Unfriendly pedestrian environment

Narrow sidewalks and a lack of shade and shelter discourage shoppers. Bolder stripes or pavement textures for crosswalks will increase safety for pedestrians crossing the streets.

South Royal Poinciana entrance is weak

As a primary entrance and exit to Downtown Miami Springs, the various types of buildings and uses leave a mixed impression; there is no clear sense of place. The roadway edges are tattered and grass is worn away. Traffic volumes make pedestrian crossing very dangerous;



At Westward Drive and Esplanade, the wide expanse of pavement marks the entrance to the Downtown. Returning some of the pavement to grass or trees would be an improvement.



The view looking towards Hook Square is less than ideal, because of the parking lot.

CANAL STREET AREA

The Canal Street Area is another of Miami Springs' unique areas. It offers public access to the waterfront, the C-6 Miami River Canal. For the short term, residential and office uses will be the most viable. In the long term, if the demand for retail space increases in the Core Area, then retail uses can expand onto Canal Street.

EXISTING CONDITIONS

Strengths

An untapped amenity for Public Enjoyment

The Miami River Canal is an untapped amenity that could be used for public enjoyment. At Hook Square, there is landscaping and a sidewalk next to the canal. The sidewalk does not continue along the canal bank northwest of the Curtiss Parkway Bridge where unfortunately there is also little landscape. Making the canal bank more like a linear park may tempt people to stop and enjoy the waterfront. There is wildlife in the canal that people might enjoy seeing, like the baby ducks, geese, and an occasional manatee.

Unique Character

The character of the street is very different than other parts of the downtown, because one side of the street faces the Miami River Canal. With modification to the street, the sidewalk and the landscaping, it could become a very desirable place to live or work. It is located close enough to many of the businesses and activities in Downtown Miami Springs to give the street a desirable address.



A mix of uses, apartments, stores, and offices are already located along Canal Street.

Important entrance to the City

Canal Street has an opportunity to be an important "entrance" to the City. When driving on Okeechobee Road, most of what you see across the canal is the backs of buildings. On Canal Street, the fronts of buildings face the canal and Okeechobee Road, making this part of the City special. Here the buildings can put their best face forward and say to people driving by, "This is Miami Springs!"

Weaknesses

The uncertainty of the appearance of Okeechobee Road

The widening of Okeechobee Road will affect the appearance of the Miami Springs side of the canal. Whether the effect is positive or negative is uncertain. This uncertainty makes investment risky. If Okeechobee is unsightly, it could ruin the appearance of the street, condemning it to something less than its potential.

Too much pavement for its use

Canal Street is a local road that has a very low traffic volume. The street is wider than it needs to be for its usage. Increasing the landscaped area along the canal bank by reducing the width of the street will help the canal bank become a better park.

Unkempt, shabby appearance

The landscaping on both sides of the street has not been well maintained. The sidewalks are in bad shape and do not connect at street corners.



Wide areas of asphalt may not be needed. Narrowing the travel lanes could free up more space for grass and trees, or for wider sidewalks and landscaping closer to the buildings.



Patchy areas of grass and sand caused by parking in the grass and discontinuous sidewalks detract from the pedestrian experience.

GOALS AND ACTION STEPS

Goals:

To have an improved appearance of the streetscape.

To have more quality apartments and condominiums.

To have office space available.

To make the canal bank a linear park that the whole community can enjoy.

To enhance the appearance of the City from Okeechobee Road.

Action Steps:

Begin a streetscape project for Canal Street.

The design should include:

- Narrowing the travel lanes; keep it two ways in both directions
- Retaining the diagonal parking spaces along the entire length.
- Reducing overall width of pavement, if possible.
- Widening the sidewalks to at least 6 feet,
- Connecting the sidewalks at street corners.
- Retaining the landscaped strip on the south side of the street.
- Planting more trees where there are spaces between existing trees.

- Installing park benches along the canal bank.
- Paving a walkway on the canal side of the street and connect it to the existing one at Hook Square.

If phasing is necessary, due to costs, then the priority should be:

1. The first block closest to North Curtiss Parkway.
2. The second block that has the Bellsouth Building.
3. The next block down the street (the last block on the street).

Meet with the property owners to find out their intentions for their property.

The success of downtown depends on having more people living and working within walking distance. Lambert Advisory's *Miami Springs Downtown Revitalization Plan - Market Analysis* shows that townhouses, condominiums, and office uses should be successful regardless of future changes in the downtown. The existing property owners may be interested in this information and perhaps motivated to redevelop their properties if they see a financial advantage.

The advantage to the City for this three block long street to intensify is to have more people living and working in Downtown who can patronize the downtown businesses. An existing customer base is a strong selling point to lure new investors. Miami Springs already has people near the shops, but according to the merchants, they need more customers to offer competitive prices like other stores in the region. Because the street is somewhat disconnected from the rest of the City, there should be no traffic impact to the residential streets outside of the downtown.



Existing conditions at Canal Street and North Curtiss Parkway in 2000



Possible new buildings at the same corner make a stronger statement for the Downtown.

Allow for flexible floor area ratios and side setbacks.

Future enhancements to this area are likely to make it a highly desirable place to live and work. Allowing for greater building capacity will likely increase the number of homeowners or renters; both have a positive impact for the City's revenues. Three-story buildings facing the Canal could also provide a sound barrier from Okeechobee Road's traffic, which is expected to increase when it is widened.

Examine the FDOT landscape plan for the Canal.

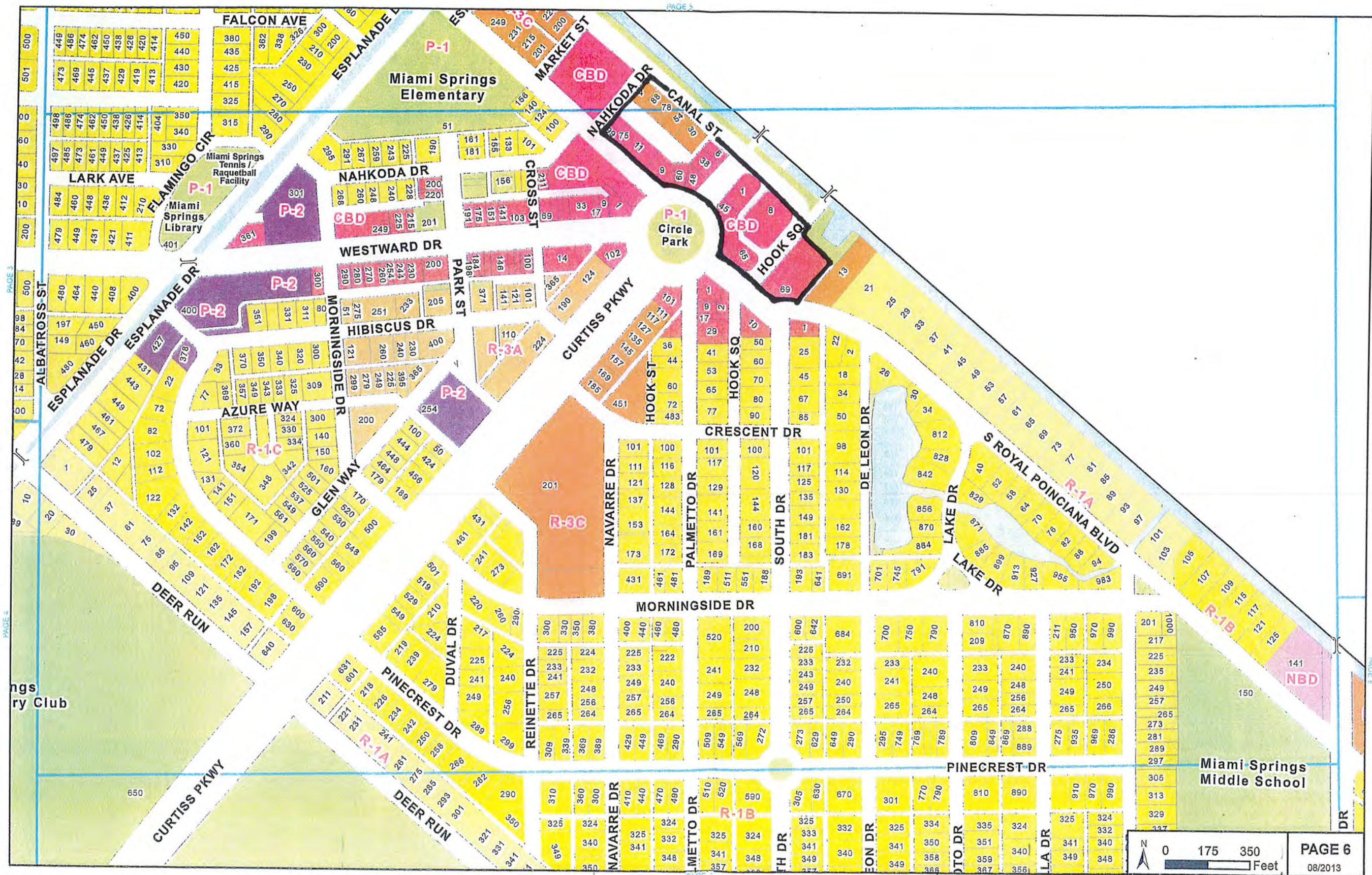
If this hasn't already been done, the City Manager or the Public Works director should scrutinize the landscaping plan for the Canal prepared by the Florida Department of Transportation (FDOT). Careful attention should be given to how the canal will look from across the street and how Miami Springs will look from Okeechobee Road.

Be patient with retail uses on Canal Street.

This street could be a nice place for restaurants since it is on the City's waterfront, but the near-term focus for retail and restaurants should be in the Core Area. It's important at this early stage to concentrate every new improvement and business in a distinct area to strengthen the pedestrian environment. Since the retail demand is at an all time low for Miami Springs, concentrating the retail area instead of spreading it out will make it easier for businesses to share customers and generate pedestrian activity on the sidewalks. Overtime, as the Circle and Westward Drive become more desirable, retail could spread to Canal Street without negative impacts to the neighborhood streets. If a new restaurant wished to take advantage of the waterfront and existing foot traffic, the corner of Canal Street and North Curtiss Parkway is a potentially successful location.

Attachment “C”

Map of the Miami Springs Gateway Overlay District



Attachment “D”

***Draft Ordinance Amending Miami Springs Comprehensive Plan &
Future Land Use Map***

ORDINANCE NO. ____ - 2018

AN ORDINANCE OF THE CITY OF MIAMI SPRINGS, FLORIDA, APPROVING AN AMENDMENT TO THE TEXT OF THE CITY OF MIAMI SPRINGS COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT FOR A PORTION OF THE CENTRAL BUSINESS DISTRICT BY CREATING THE MIAMI SPRINGS GATEWAY OVERLAY DISTRICT; PROVIDING FOR ENHANCED BUILDING REQUIREMENTS; APPROVING A SMALL SCALE AMENDMENT TO THE CITY'S FUTURE LAND USE MAP IN FURTHERANCE HEREOF; PROVIDING FOR IMPLEMENTATION; PROVIDING OF INCORPORATION INTO THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, for many years, various aspects of a principal entrance into the City of Miami Springs (the "City")—the gateway to and from the City of Hialeah—have not met community standards; and

WHEREAS, enhanced buildings, landscaping, signage, architecture and other design standards and building regulations have been and continue to be needed to ensure an attractive and viable physical environment to retain and attract economic development and avoid unintended consequences resulting from current regulations; and

WHEREAS, Goal 1 of the Future Land Use Element of the City's Comprehensive Plan calls for the City to offer the best residential environment consistent with the City's location and development history; and

WHEREAS, Objective 1.1 of the Future Land Use Element of the Comp. Plan calls for the City to "maintain existing development and achieve new development and

redevelopment consistent with the community character articulated in [Goal 1]”;
and

WHEREAS, to achieve the foregoing goal and objective, the City has proposed the creation of an overlay district, called the “Miami Springs Gateway Overlay District” (the “Gateway Overlay District”), which establishes an area *within* the Central Business District (“CBD”) land use category, that calls for enhanced buildings, landscaping, signage, architecture and other design standards and building regulations; and

WHEREAS, the Gateway Overlay District supports and furthers the Comp. Plan’s CBD policies by continuing to foster a suburban downtown that satisfies the retail, personal, and professional services needs of the community, as well as advance specialty shopping/restaurant/entertainment for the community; and

WHEREAS, a copy of the City’s Comp. Plan is attached hereto as Exhibit “A”;
and

WHEREAS, pursuant to Sections 163.3184 and 163.318, Florida Statutes, the City is creating the Gateway Overlay District by way of a simultaneous amendment to the City’s Comp. Plan and Future Land Use Map; and

WHEREAS, this Ordinance has received a recommendation from the City’s local planning agency, has been properly read and advertised as provided by Florida law and the required meetings and hearings have been conducted on its adoption; and

WHEREAS, the City Council hereby finds that the adoption of this Ordinance is in the best interest of the City.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL
OF THE CITY OF MIAMI SPRINGS, FLORIDA, AS FOLLOWS: ¹**

Section 1. Recitals. The above-stated recitals are hereby confirmed, adopted and incorporated herein and made a part hereof by this reference.

Section 2. Text Amendment. The Comprehensive Plan For the City of Miami Springs is hereby amended as follows:

FUTURE LAND USE ELEMENT

GOAL 1: ACHIEVE THE FOLLOWING COMMUNITY CHARACTER:

* * *

Objective 1.1 Future Land Use Categories

* * *

Policy 1.1.8

The Future Land Use Category Descriptions:

* * *

Central Business District Category: This category of land use is intended to foster a suburban downtown which will: 1) satisfy the frequent retail, personal and professional service needs and desires of persons residing and/or working in Miami Springs and surrounding areas making up its market area; and 2) provide a specialty shopping/restaurant/entertainment destination for a large market area. This category may allow a wide range of convenience and comparison shopping facilities, restaurants, theaters and other compatible uses. Other uses permitted on land within this category could include business and professional office uses; residential uses on upper floors above retail, office and related uses; public parks; municipal buildings and facilities; and public utilities necessary to serve the uses within this category. Buildings within this category shall be limited to a floor area ratio of 1.0.

Miami Springs Gateway Overlay District. This category of land use is an overlay on, or a subarea of, the Central Business District. It is located within the Central Business District for the area abutting and/or adjacent to the outgoing/incoming

¹ Coding: Strikethrough words are deletions to the existing words. Underlined words are additions to the existing words. Changes between first and second reading are indicted with double-strikethrough and double underline.

vehicular bridges to/from the City of Hialeah, as identified in the City's Future Land Use Map. This overlay district intended to facilitate improved placemaking by enhancing neighborhood character and authenticity of a principal entrance of the City through participatory design and identifying projects such architecturally significant buildings, entrance features, art in public places, improved landscaping and signage, traffic calming features, and promotion of the City's history. It is further intended that this overlay district will further the goals, objectives, and policies of the Central Business District—to foster a suburban downtown that satisfy the business, service, dining, and entertainment needs of the community's residents and business patrons. The buildings in this area shall be limited to a floor area ratio of 1.0, unless augmented by fulfillment of creative excellence standards which may be implemented to permit a maximum floor area ratio of 1.7. The uses for this overlay category are the same as those provided in the Central Business District.

* * *

Section 3. Amendment to Future Land-Use Map. The City of Miami Springs Future Land Use Map is hereby amended to create the "Miami Springs Gateway Overlay District" for the area in the Central Business District bounded by Canal Street, the alley southeast of Hook Square, South Royal Poinciana Boulevard, North Royal Poinciana Boulevard and Nahkoda Drive, totaling ± 4.71 acres, as depicted in Exhibit "B", which is incorporated herein and made a part of the hereof by this reference. The City Manager, by and through the Planning and Zoning Director, is authorized to make the necessary changes as required to the Future Land Use Map to reflect the foregoing change.

Section 4. Implementation. The City Manager and City Attorney are hereby otherwise authorized and directed to implement the provisions of this Ordinance and to take any and all necessary administrative actions as may be appropriate by their position to execute the purpose of this Ordinance.

Section 5. Incorporation. The provisions of this Ordinance, to the extent appropriate, shall become and be made a part of the Comprehensive Development

Master Plan of the City of Miami Springs. The City Clerk is authorized to take all actions necessary to incorporate the provisions of this Ordinance into the Code of Ordinances, including, but not limited to, renumbering or relettering sections and to change and that the word "ordinance" may be changes to "section," "article," or such other appropriate word or phrase in order to accomplish such intention.

Section 6. Severability. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 7. Conflicts. All ordinances or parts of ordinances, resolution or parts of resolutions, in conflict herewith, are repealed to the extent of such conflict.

Section 8. Effective Date. This Ordinance shall become effective immediately upon adoption.

PASSED ON FIRST READING this ____ day of June, 2018, on a motion made
by _____ and seconded by _____.

PASSED AND ADOPTED ON SECOND READING this ____ day of June 2018,
on a motion made by _____ and seconded by _____.

Vice Mayor Mara Zapata _____
Councilman Bob Best _____
Councilwoman Maria Mitchell _____
Councilman Jaime Petralanda _____
Mayor Billy Bain _____

BILLY BAIN, MAYOR

ATTEST:

ERIKA GONZALEZ-SANTAMARIA, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF MIAMI SPRINGS ONLY:

WEISS, SEROTA, HELFMAN, COLE & BIERMAN, P.L.
CITY ATTORNEY

Attachment “E”

Draft Ordinance Amending Section 150.070 of the Zoning Code

ORDINANCE NO. ____ - 2018

AN ORDINANCE OF THE CITY OF MIAMI SPRINGS, FLORIDA, AMENDING CHAPTER 150 OF THE CITY'S CODE OF ORDINANCES BY CREATING SECTION 150.070.1, "MIAMI SPRINGS OVERLAY GATEWAY DISTRICT"; PROVIDING FOR REGULATIONS CONSISTENT WITH THE CITY OF MIAMI SPRINGS COMPREHENSIVE PLAN; PROVIDING FOR IMPLEMENTATION; PROVIDING OF INCORPORATION INTO THE CODE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, for many years, various aspects of a principal entrance into the City of Miami Springs (the "City")—the gateway to and from the City of Hialeah—have not met community standards; and

WHEREAS, enhanced buildings, landscaping, signage, architecture and other design standards and building regulations have been and continue to be needed to ensure an attractive and viable physical environment to retain and attract economic development and avoid unintended consequences resulting from current regulations; and

WHEREAS, pursuant to Chapter 163, Florida Statutes, the City has amended its Comprehensive Plan and Future Land Use Map to create of an overlay district, called the "Miami Springs Gateway Overlay District" (the "Gateway District") which establishes an area *within* the Central Business District ("CBD") land use category, that calls for enhanced buildings, landscaping, signage, architecture and other design standards and building regulations, in furtherance of achieving the aforementioned goals; and

WHEREAS, to effectuate the goals and implement the policies of the City's Comprehensive Plan associated with the Gateway District, zoning regulations are required; and

WHEREAS, the City Council hereby finds that the adoption of this Ordinance is in the best interest and welfare of the residents of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, AS FOLLOWS: ¹

Section 1. Recitals. The above-stated recitals are hereby confirmed, adopted and incorporated herein and made a part hereof by this reference.

Section 2. Amending Chapter 150 of the City Code. The Code of Ordinances of the City of Miami Springs, Florida, is hereby amended by as follows:

CHAPTER 150 – ZONING CODE

* * *

ARTICLE VII. BUSINESS DISTRICT

* * *

Sec. 150-070.1. – Miami Springs Gateway Overlay District

- (A) Purpose. The purpose of the Miami Springs Gateway Overlay District ("Gateway District"), located within the Central Business District for the area abutting and/or adjacent to the outgoing/incoming vehicular bridges to/from the City of Hialeah, as identified in the City's Future Land Use Map and herein, is to facilitate placemaking by enhancing neighborhood character and authenticity through participatory design and identifying projects such architecturally significant buildings, entrance features, art in public places, improved landscaping and signage, traffic calming features, and promotion of the City's history. The foregoing will further the goals, objectives, and policies of the Central Business District, which are to foster a suburban downtown that satisfy the business, service, dining, and

¹ Coding: Strikethrough words are deletions to the existing words. Underlined words are additions to the existing words. Changes between first and second reading are indicted with double-strikethrough and double underline.

entertainment needs of the community's residents, as further detailed in the City's Comprehensive Plan and Section 150.070 of the City Code.

- (B) Boundary. As identified in the City's Future Land Use Map, the Gateway District shall be defined as that area bounded by Canal Street, the alley southeast of Hook Square, South Royal Poinciana Boulevard, North Royal Poinciana Boulevard and Nahkoda Drive. More specifically this area includes: Lots 24-26 Block 86; Tract A, Block 85; Tract B, Block 85; Tract C, Block 85; Lot 9, Block 85; Lots 1-2, Block 66; Lot 6, Block 66; Lot 7, Block 66; Lot 8, Block 66 and Track G; Lots 10, 12-14 And Tracks E and F; Lot 16, Block 66; Track D, Block 66; Lots 21-22, Block 66; Lots 31-34, Block 66; Lots 28-30, Block 66; Lot 27, Block 66; Tract C, Block 66; and Lots 21-22, Block 66. For reference, the area is identified below.



- (C) Design Standards. The City desires for new and existing buildings within the Gateway District to become more aesthetically pleasing, have architectural elements that highlight the City's history, facilitate pedestrian activity and walkability, and assist in traffic calming. As opposed to a mandate, the City desires to accomplish these objectives through incentives in development standards that will encourage property owners to improve their respective properties in a manner that results in cohesive building design and features throughout the Gateway District. The standards are as follows:

1. Building height limitations. In keeping with the applicable requirement of the CBD, the maximum building height shall be no more than forty (40) feet and no more than three (3) stories. Rooftops may be activated provided that no vertical construction exceeds the height restrictions stated herein.

2. *Architectural design.* It is required that all new site development, structures, buildings, remodelings and renovations show proper architectural design concepts and be appropriate to their surroundings. All new construction and remodeling and renovation of existing buildings and structures within the Gateway District shall exhibit elements of the Pueblo/Mission Revival architectural design standard. Examples of these styles will be available through the Office of the City Planner. To the extent possible, projects shall install awnings or eyebrows for portions of the project that abut City sidewalks. All on-site utilities shall be installed underground. Large transformers shall be placed on the ground within pad amounts, enclosures or vaults. Projects shall provide adequate landscaping to screen all aboveground facilities.
3. *Floor Area Limitations.* All buildings within the Gateway District shall be limited to a floor area ratio (F.A.R.) of 1.0, in keeping with the limitation of the CBD, except that properties may be developed/redeveloped up to an F.A.R. of 1.7 through the satisfaction of the creative excellence standards established in this section.
4. *Creative Excellence Standards.* For a property to take advantage of a project F.A.R. in excess of 1.0 as referenced in subsection 3 herein, a development or redevelopment project must incorporate a combination elements from the Creative Excellence categories provided below, which shall be demonstrated by the property owner at the time of initial site plan review. Notwithstanding the cumulative value of the Creative Excellence elements, no project may exceed an F.A.R. of 1.7. The schedule of Creative Excellence elements for projects in the Gateway District is as follows:

Category	Creative Excellence Element	Amount of F.A.R.
A. Site Planning and Design	a. Pedestrian amenities—Considering pedestrian access, linkage in circulation pattern, relationship to architectural and urban design features, relationship to public and private spaces, accessibility, usability and coordination with adjacent properties	0.25

	<p>b. Art in public places—Durable creations that can be original or limited editions of art including, but not be limited to, sculptures, murals, monuments, frescoes, fountains, paintings, stained glass, or ceramics and may include architectural designs, components or structures. The "art work" medium can include, but not be limited to, glass, steel, bronze, wood, stone and concrete. For purposes of the art program, "art work" does not include the following: (1) directional elements, such as signage or graphics; (2) objects that are mass-produced in a standard design; or (3) landscape gardening, unless substantially comprising durable elements defined as "art work" under this section. The art shall be place in an exterior area on the property subject to the development or on public property within the Gateway District, which is easily accessible or clearly visible to the general public from adjacent public property such as a street or other public thoroughfare or sidewalk. At a minimum, the art work shall cost one percent of total construction cost as indicated on the Building Permit or \$25,000.00 whichever is greater.</p>	0.25
	<p>c. Community Entry Feature—A thematic architectural or landscape design elements that incorporate a special landmark feature or public art to identify the community, representative of the City character. The Feature shall be subject to approval by the City.</p>	0.25
	<p>d. Directional Signage—A thematic, permanent sign incorporated into a right of way feature that orients pedestrians and drivers to facilities and other points of interest. The design of the signage will be subject to approval by the City.</p>	0.2
B. Building Features	<p>a. Outdoor dining/cafe when associated with restaurant on the ground floor of the building</p>	0.01 per seat, not to exceed 0.2
	<p>b. First floor retail or service uses with a minimum of 1,000 square feet. Direct access to such uses and full storefront windows are encouraged</p>	0.01 per 1,000 square feet of retail space not to exceed 0.25
	<p>c. Recessed first floor creating expanded sidewalks or arcade for increased pedestrian activity</p>	0.15
	<p>d. Meeting rooms, assembly rooms and conference rooms</p>	0.01 per 500 square feet of meeting space not to exceed 0.25

	e. hotel rooms	0.01 per hotel room
	f. Landscape maturity—This bonus applies to landscaping that has achieved a minimum of 50 percent of maximum average height at time of planting	0.25
C. Improvements: Rights-of-Way and On-Site Public Spaces	a. Alley improvements—Resurfacing and lighting in accordance with the specifications as established by the City Engineer. Includes the placement of all utility lines, transformers and related equipment underground and/or in vaults	0.25
	b. Road improvements –improvements to crosswalks, sidewalks, canal banks	0.2
	c. Installation of trolley stops/bus shelter on the subject property or neighboring property	0.15
D. Site Improvements	a. Lighting—Installation of decorative lighting per Revitalization Specialist selection and recommendation	0.25
	b. Decorative water features—Considering movement, sound, reflection, recreation, cooling effect, architectural effect, coordination with plaza or other special place, public-private transition, visual impact, and relation to overall project design. This factor is only applicable for water features that exceed half of one percent of the cost of the building as listed on the Building Permit application	0.25
	c. Street trees, grates and irrigation—Landscaping on the public right-of-way shall occur for the entire street frontage of the property and trees shall be planted no further apart than 25 feet on center for palms and 30 feet on center for canopy trees. Shall only be awarded if funded by the developer	0.25

(D) *Parking Requirements.* The CBD parking requirements as provided in Section 150.070(E)(1-3) shall apply to the Gateway District, including, without limitation, the grandfathering of provided parking, if any, for existing buildings and current uses. Additionally, because of the uniqueness of the buildings, configuration of parcels, and road network in the Gateway District, the minimum parking space requirements and design for new construction or alterations to existing structures that

expand occupiable space, shall be determined on a case-by-case basis. The City Planner shall have the authority to establish parking requirements for alterations and new construction by counting a combination on-site and on-street parking and other elements identified below. For any on-street parking space(s) counted towards the satisfaction of a property's requirement, or any spaces otherwise waived as a result of one of the factors listed below, a fee shall be paid to the City for each such parking space, in an amount set from time to time by approved resolution of the City Council. The funds shall be used to fund parking and wayfinding improvements in the Gateway District and the CBD. In determining the parking requirements for non-grandfathered properties, the following shall be considered:

1. availability of on-site parking;
2. availability of on-street parking;
3. provision of bicycle parking;
4. distance to, or inclusion of, bus and trolley stops;
5. internal capture of peak traffic trips as a result of mix of uses;
6. distance to public parking; and
7. walking accessibility of the site.

All on-site parking shall be appropriately landscape to provide visual relief and, to the extent possible, shade.

* * *

Section 3. Implementation. The City Manager, City Clerk, and City Attorney are hereby authorized and directed to implement the provisions of this Ordinance and to take any and all necessary administrative actions as may be appropriate by their position to execute the purpose of this Ordinance.

Section 4. Incorporation into the Code. The provisions of this Ordinance, to the extent appropriate, shall become and be made a part of the Code of Ordinances of the City of Miami Springs. The City Clerk is authorized to take all actions necessary to incorporate the provisions of this Ordinance into the Code of Ordinances, including, but not limited to, renumbering or relettering sections and to change and that the word

“ordinance” may be changes to “section,” “article,” or such other appropriate word or phrase in order to accomplish such intention.

Section 5. Severability. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. Conflicts. All ordinances or parts of ordinances, resolution or parts of resolutions, in conflict herewith, are repealed to the extent of such conflict.

Section 7. Effective Date. This Ordinance shall become effective immediately upon adoption.

PASSED ON FIRST READING this ____ day of June, 2018, on a motion made
by _____ and seconded by _____.

PASSED AND ADOPTED ON SECOND READING this ____ day of _____,
2018, on a motion made by _____ and seconded by _____.

Vice Mayor Mara Zapata _____
Councilwoman Bob Best _____
Councilwoman Maria Mitchell _____
Councilman Jaime Petralanda _____
Mayor Billy Bain _____

BILLY BAIN, MAYOR

ATTEST:

ERIKA GONZALEZ-SANTAMARIA, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF MIAMI SPRINGS ONLY:

WEISS, SEROTA, HELFMAN, COLE & BIERMAN, P.L.
CITY ATTORNEY

Attachment “F”

Building Intensity Comparison

CENTRAL BUSINESS DISTRICT



City of Miami Springs, Zoning and Planning Department - 201 Westward Drive, Miami Springs, FL 33166,

ADDRESS	LOT SIZE	BUILDING SQ. FOOTAGE	F.A.R.	Year Built	COMMENTS
6 CURTISS PARKWAY	7,500 SQ. FT.	6,037 SQ. FT.	0.8		
38 CURTISS PARKWAY	5,000 SQ. FT.	4,000 SQ. FT.	0.8		
48 CURTISS PARKWAY	8,893 SQ. FT.	4,531 SQ. FT.	0.51		
60 CURTISS PARKWAY	5,450 SQ. FT.	3,766 SQ. FT.	0.69		
9 N ROYAL POINCIANA BLVD	10,061 SQ. FT.	2,383 SQ. FT.	0.24		
11 POINCIANA AVENUE	15,000 SQ. FT.	8,069 SQ. FT.	0.54		
75 N ROYAL POINCIANA BLVD	2,500 SQ. FT.	1,677 SQ. FT.	0.67		
99 N ROYAL POINCIANA BLVD	7,500 SQ. FT.	996 SQ. FT.	0.13		
100 CANAL STREET	75,626 SQ. FT.	61,499 SQ. FT.	0.85		
211 CROSS STREET	4,500 SQ. FT.	1,862 SQ. FT.	0.41		
80 CURTISS PARKWAY	33,751 SQ. FT.	17,558 SQ. FT.	0.52		
1 WESTWARD DRIVE	8,436 SQ. FT.	4,442 SQ. FT.	0.53		
9 WESTWARD DRIVE	4,004 SQ. FT.	2,903 SQ. FT.	0.73		
17 WESTWARD DRIVE	2,500 SQ. FT.	1,802 SQ. FT.	0.72		
33 WESTWARD DRIVE	10,000 SQ. FT.	0 SQ. FT.	0		VACANT LOT
69 WESTWARD DRIVE	20,500 SQ. FT.	3,086 SQ. FT.	0.15		
101 WESTWARD DRIVE	10,000 SQ. FT.	12,500 SQ. FT.	1.25	1946	(135-143) 2 STORY
141 WESTWARD DRIVE	2,500 SQ. FT.	3,258 SQ. FT.	1.3	1963	OFFICE (VACANT)
151 WESTWARD DRIVE	5,000 SQ. FT.	3,795 SQ. FT.	0.76		
181 WESTWARD DRIVE	5,000 SQ. FT.	6,062 SQ. FT.	1.21	1965	2 STORY OFFICE/ PHYSIOTHERAPY
191 WESTWARD DRIVE	5,000 SQ. FT.	3,059 SQ. FT.	0.61		
200 PARK STREET	5,000 SQ. FT.	3,987 SQ. FT.	0.8		
220 PARK STREET	3,700 SQ. FT.	2,493 SQ. FT.	0.67		
201 WESTWARD DRIVE	14,419 SQ. FT.	17,166 SQ. FT.	1.19	1964	MIAMI SPRINGS CITY HALL
215 WESTWARD DRIVE	2,500 SQ. FT.	1,827 SQ. FT.	0.73		
225 WESTWARD DRIVE	7,500 SQ. FT.	4,706 SQ. FT.	0.63		
263 WESTWARD DRIVE	22,500 SQ. FT.	12,229 SQ. FT.	0.54		
365 WESTWARD DRIVE	12,181 SQ. FT.	9,397 SQ. FT.	0.77		
300 WESTWARD DRIVE	5,600 SQ. FT.	9,408 SQ. FT.	1.68	1962	2 STORY CHIROPRACTOR
294 WESTWARD DRIVE	5,000 SQ. FT.	3,327 SQ. FT.	0.67		
288 WESTWARD DRIVE	5,000 SQ. FT.	3,325 SQ. FT.	0.67		
270 WESTWARD DRIVE	7,500 SQ. FT.	7,226 SQ. FT.	0.96		
260 WESTWARD DRIVE	2,500 SQ. FT.	4,000 SQ. FT.	1.6	1955	2 STORY OFFICE/ FITNESS CENTER
254 WESTWARD DRIVE	2,500 SQ. FT.	1,509 SQ. FT.	0.6		
244 WESTWARD DRIVE	5,000 SQ. FT.	5,025 SQ. FT.	1.01	1953	2 STORY OFFICE/ SHOE REPAIR
232 WESTWARD DRIVE	7,500 SQ. FT.	5,010 SQ. FT.	0.67		
200 WESTWARD DRIVE	10,690 SQ. FT.	2,890 SQ. FT.	0.27		WOMAN'S CLUB
198 WESTWARD DRIVE	2,500 SQ. FT.	1,512 SQ. FT.	0.6		
186 WESTWARD DRIVE	2,500 SQ. FT.	3,500 SQ. FT.	1.4	1958	2 STORY OFFICE/ DENTAL
160-170 WESTWARD DRIVE	0 SQ. FT.	5,000 SQ. FT.	0		VACANT LOT

CENTRAL BUSINESS DISTRICT



City of Miami Springs, Zoning and Planning Department - 201 Westward Drive, Miami Springs, FL 33166,

ADDRESS	LOT SIZE	BUILDING SQ. FOOTAGE	F.A.R.	Year Built	COMMENTS
150 WESTWARD DRIVE	6,139 SQ. FT.	12,500 SQ. FT.	0.49		
100 WESTWARD DRIVE	5,000 SQ. FT.	4,507 SQ. FT.	0.9		
14 WESTWARD DRIVE	17,638 SQ. FT.	11,710 SQ. FT.	0.66		
102 CURTISS PARKWAY	11,761 SQ. FT.	1,689 SQ. FT.	0.14		
101 CURTISS PARKWAY	18,591 SQ. FT.	3,066 SQ. FT.	0.17		SUNTRUST BANK + DRIVE-THROUGH
29 PALMETTO DRIVE	12,500 SQ. FT.	1,900 SQ. FT.	0.15		SINGLE FAMILY RESIDENTIAL
17 PALMETTO DRIVE	3,312 SQ. FT.	2,450 SQ. FT.	0.74		
2 PALMETTO DRIVE	4,530 SQ. FT.	2,690 SQ. FT.	0.59		
9 PALMETTO DRIVE	3,680 SQ. FT.	2,711 SQ. FT.	0.74		
1 PALMETTO DRIVE	8,346 SQ. FT.	4,082 SQ. FT.	0.49		
10 S ROYAL POINCIANA BLVD	12,197 SQ. FT.	7,498 SQ. FT.	0.62		
1 SOUTH DRIVE	11,761 SQ. FT.	2,878 SQ. FT.	0.24		
69 HOOK SQUAR	47,766 SQ. FT.	11,988 SQ. FT.	0.25		
45-65 S ROYAL POINCIANA BLVD	18,730 SQ. FT.	15,618 SQ. FT.	0.83		
45 CURTISS PARKWAY	4,186 SQ. FT.	5,853 SQ. FT.	1.39	1924	Stadnicks/Pacos Way
1 CURTISS PARKWAY	16,668 SQ. FT.	12,142 SQ. FT.	0.73		
10 CANAL STREET	33,461.5 SQ. FT.	13,173 SQ. FT.	0.39		

The nine properties listed above with FAR's above 1.0 were built during a time period when there were no FAR requirements. The 1.0 FAR was established in the early 1970's.